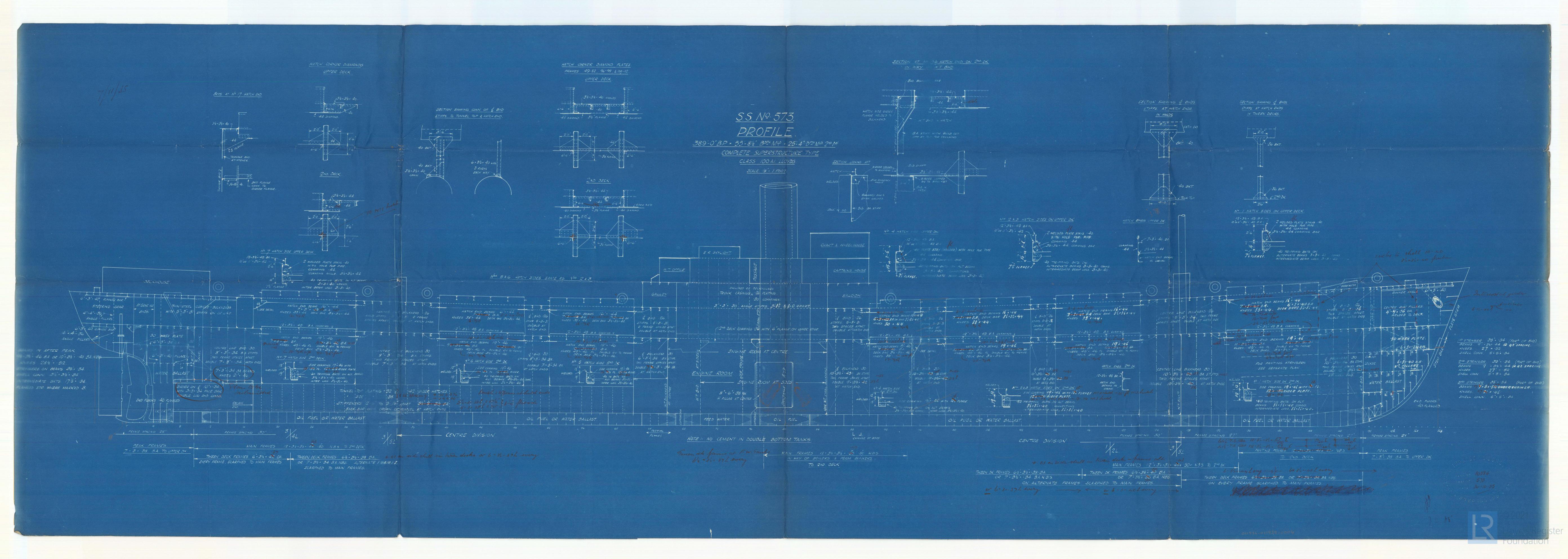


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Lloyd's Registe Foundation





SUNDERLAND,

Messon J. L. Thompson Jom Lla

No 573. 4 St. Helena". + Sld. 31859

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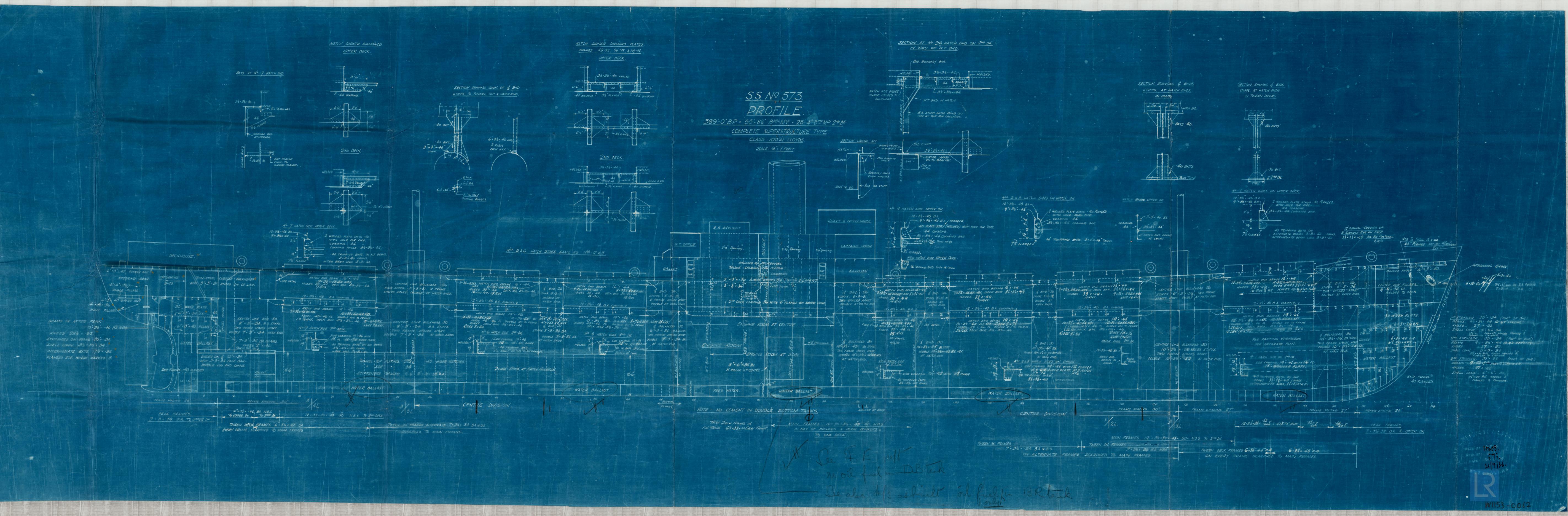






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## MESSRS. J. L. THOMPSON & SONS

No. 543/4/5.

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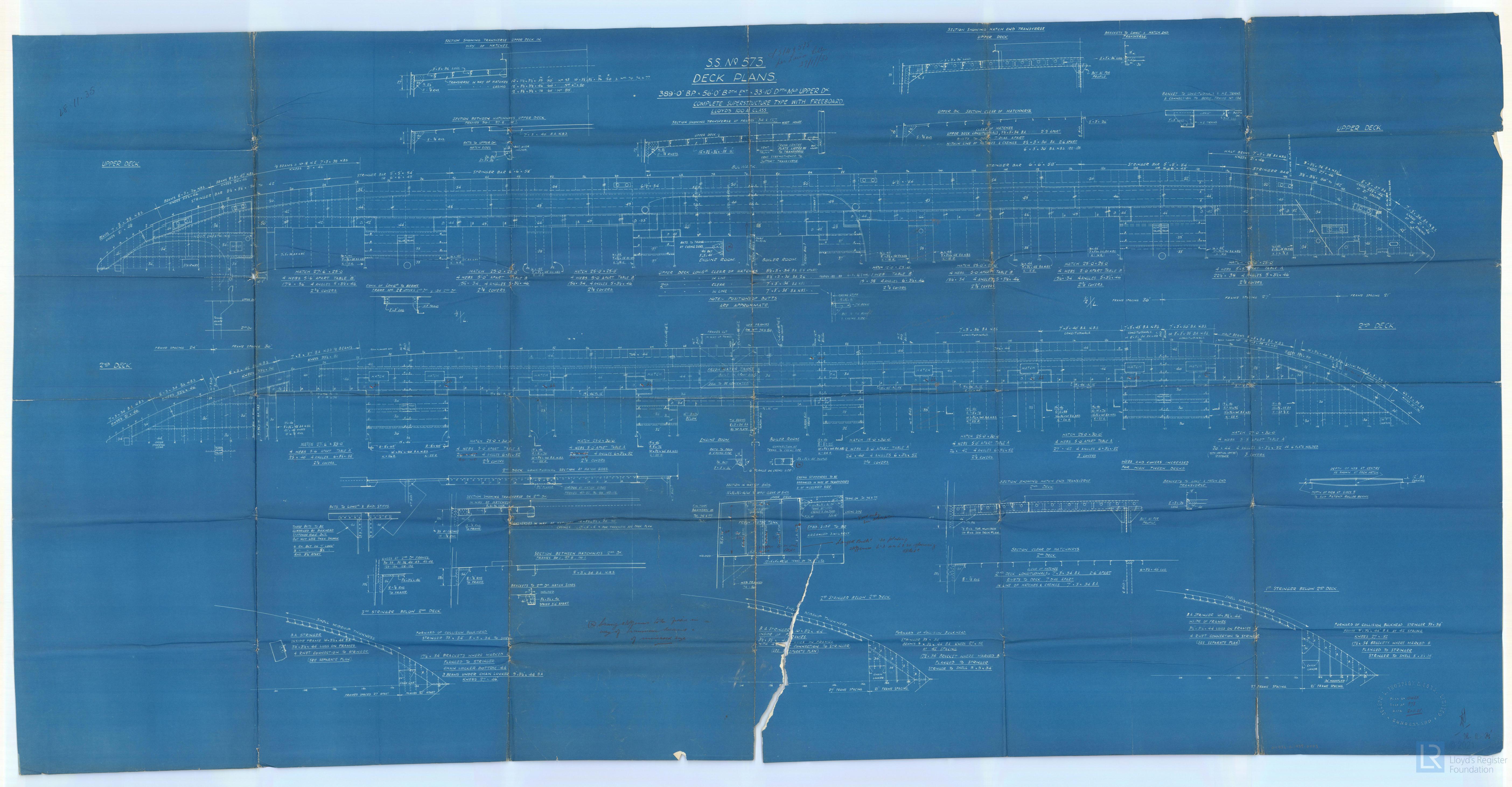
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SUNDERLAND RAT. No. 31928

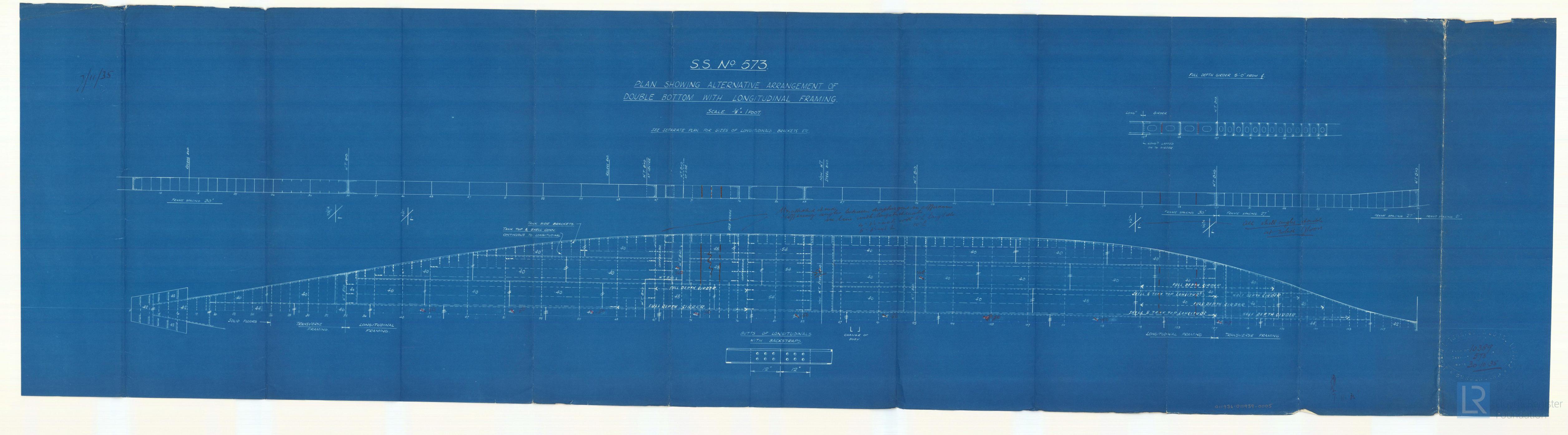
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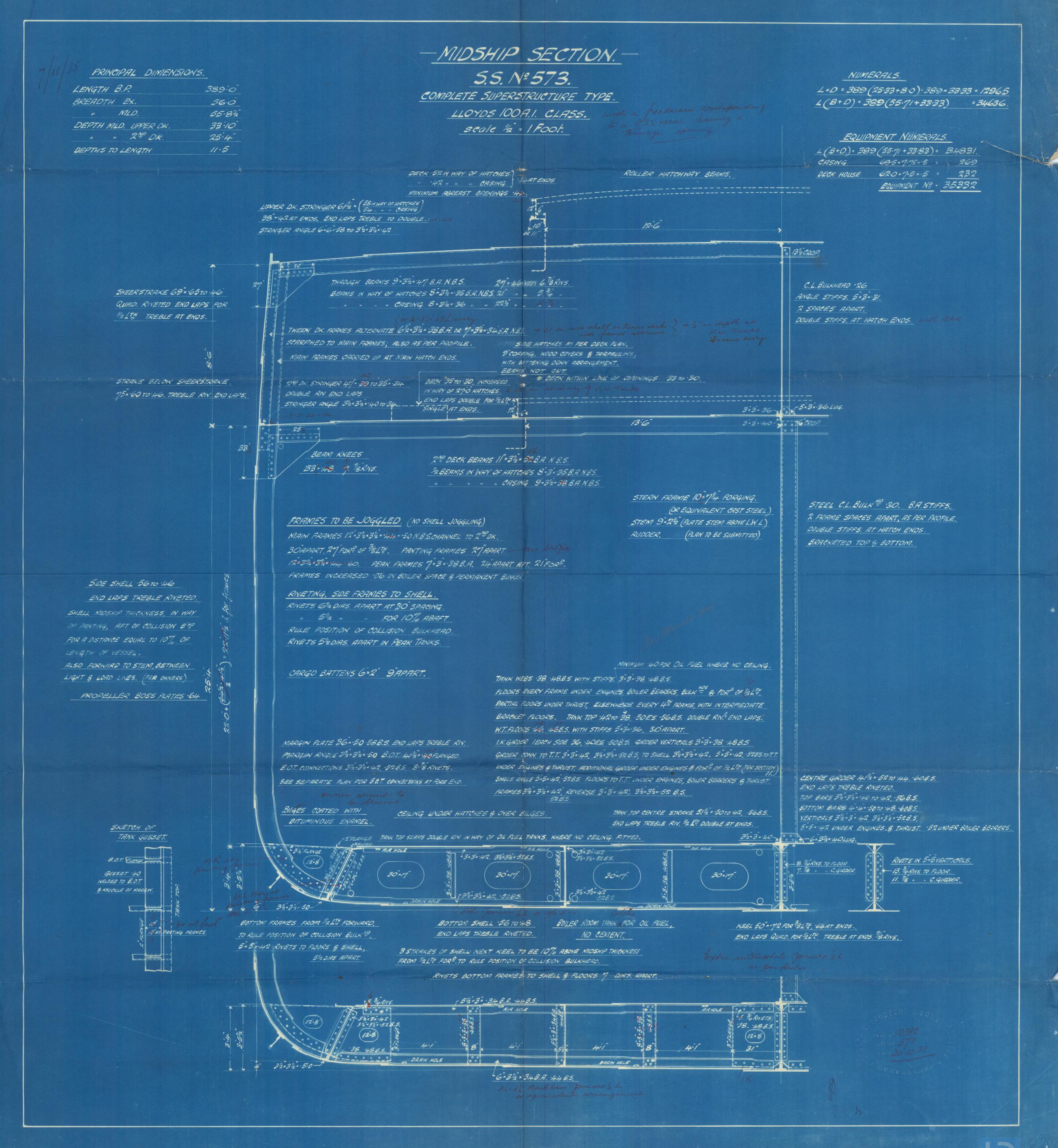






1 Section and 574 45 Ler Londor Lether 27/11/35. ST HELENA SLA 318 ST MARGARET "It blears" N/W' Konsul himtz BUNDERLAND RPT. No. 31928 PLANS TRANSFERRED TO SISTER VESSEL Lawrence J. J.





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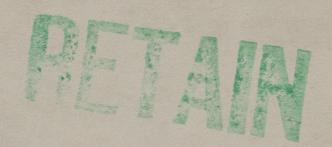
Messer. J. L. Thompson of Sons, Itd. &

JSr Helena i Sld 31859

Midship Section (as built)



PLANS TRANSFERENCES TO SISTER-VESSEL





MIDSHIP SECTION. PRINCIPAL DIMENSIONS. 5.5. Nº 573. LENGTH B.P. NUMERALS. 389.0 WITH A FREEBOARD CORRESPONDING TO COMPLETE SUPERSTRUCTURE TYPE. L \* D = 389 (25:33+8·0)=389 \* 33:33 • 12965. BREADTH EX. 56.0 1(8+0) - 389 (55.71+33.33) 55.84 LLOYDS 100A.I. CLASS. 34636. HAVING A TONNAGE OPENING. DEPTH MLD. UPPER DK. 33.10 scale 12 . I Foot " 2ND DK. 25.4 EQUIPMENT NUMERALS. DEPTHS TO LENGTH 1(8+0). 389(55.71+33.83)= 34831. 69.5×7.75×.5 = DECK . 49 IN WAY OF HATCHES . FOR 12 LTH TO ROLLER HATCHWAY BERMS. 62.0.7.5 .. 5 = " '40 " " CASING. 34 AT ENDS 232 EQUIPMENT Nº . 35332 LIPPER DK. STRINGER 61/2 (54 IN WAY OF HATCHES) TO 38 "42 AT ENDS. END LAPS TREBLE TO DOUBLE STRINGER ANGLE 6 6 6 x 58 TO 3/2 x 3/2 x 42 (SEE DECK PLAN) 12.6 3/2 CAMBER UPPER DK. LONG " CLEAR OF HATCHES 54 3 34 B.A. SPACED 2.9 APART SHEER STRAKE 69 x 67 70 46 " " WITHIN LINE " 5'2.3.30 " " 2.6 " C.L. BULKHEAD .26 14 FLANGE ANGLE STIFFS. 5.3.31 (INCREASED AT FORE END TRANSVERSE IN WAY OF HATCHES 12. 3/2 . 35 N SOF (Nº 93 - 10.3/2.3/2. 368 56) 1/2 LTH TREBLE AT ENDS. " " CASING 12 - 3/2 = 3/2 = 56 x. 60 F W WAY OF STORE ROOMS 10 - 3/2 + 3/4 HATCH END TRANSVERSES 2 SPACES APART DOUBLE STIFFS. AT HATCH ENDS. TWEEN DK FRAMES ALTERNATE 1 x3/2x 34 8.A.N. 85 61 3/24 AAQA IN WAY OF F.W.TANKS EVERY ARME. WITH BRACKETS. SCARPHED TO MAIN FRAMES, ALSO AS PER PROFILE. SIDE HATCHES AS DER PROF SIDE HATCHES AS PER DECK PLAN. MAIN FRAMES CARRIED UP AT MAIN HATCH ENDS. S'COAMING, WOOD COVERS & TARPAULINS, STRAKE BELOW SHEERSTRAKE DECK WITHIN LINE OF OPENINGS 32 TO 30 2 MD DK. STRINGER 10/2 +444 TO 35 x 34 DECK AS PER DECK PLAN. 75 . 60 TO 46 . TREBLE RN. END LAPS REBLE RIV. END LAPS TO DOUBLE STRINGER ANGLE 3/2 3/2 40 TO 34 3:3:36 5:3×36109 struger as possible. 15.0 3-3-36LUGS 2 DK. LONG " CLEAR OF HATCHES 7 3 - 34 B.A.N.B.S. 2-6 APART. AND AS PER DECK PLAN HATCH ENOS 1 16/3 TERNETS - TRANSVERSE IN WAY OF HATCHES 12.3/2.3/2.50N. GOE 33/4WEE SEE DECK PLAN FOR " - " CASING 17:4 4 CHANNEL 39" " STERN FRAME OF CAST STEEL. (SEE DECK PLAN.) STEEL C. L. BULK " 30 B.A. STIFFS. STEM 9:24 (PLATE STEM ABOVE L.W.L.) FRAMES TO BE JOGGLED, (NO SHELL JOGGLING) 2 FRAME SPACES APART, AS PER PROFILE. RUDDER. (PLAN TO BE SUBMITTED.) MAIN FRAMES 12.3/2.3/2 43-50 N.B.S. CHANNEL TO 2NO DK DOUBLE STIFFS. AT HATCH ENDS, 30 APART, 27 FOR OF 35LTH. PANTING FRAMES 27 APART, BRACKETED TOP & BOTTOM. AS PER PROFILE. PERK PRAMES 7.3.38B.A. 24 APART AFT. 21 FOR FRAMES INCREASED OG IN BOILER SPACE & PERMANENT BUNKER. 510E SHELL . 56 TO . 46 AFT . 56 FORD RIVETING SIDE FRANCES TO SHELL END LAPS TREBLE RIVETED. SHELL OF MIDSHIP THICKNESS IN WAY STIFFS ON STARE SIDE " 5/2 " " FOR 10% LT ABAFT OF PANTING, AFT OF COLLISION BHP TRANSVERSE FRAMING. RULE POSITION OF COLLISION BULKHEAD FOR A DISTANCE EQUAL TO 10% OF RNETS 5'2 DIAS. APART IN PEAK TANKS. IN FORE HOLD & AFTER HOLD. TANK WEBS 38 WITH STIFFS 3x3x.38, SPACED AS PER PROFILE. LENGTH OF VESSEL. ALSO FORWARD FRAMES 3/2+3/2+42, 5+5+42 IN FORE HOLD, REVERSE 3+3+42. BRACKET FLOORS : 38, FRAME 6 x 3 2 x 34 B.A. REVERSE 5 2 x 3 x 34 B.A. CARGO BATTENS 6.2 SAPART. LINES. (PER OWNERS.) TRANSVERSE FLOORS 10:0 APART, & AS PER PROFILE, SO APART UNDER ENGINES, FOR 4-1 SPAN. VERTICALS TO CENTRE GIRDER 3.3.42, PROPELLER BOSS PLATES 64 42, 508.5. WITH STIFFENERS 6 . 3 . 38, 488.5. INTERMEDIATE PARTIAL FLOORS 3/2×3×.42 TO MARGIN; 6×6×42 TO MARGIN IN WAY OF PANTING. UNDER ENGINES & THRUST. TANK TOP 40 RNETS THRO. FRAMES, TO FLOOR & SHELL 5.5 FRAMES IN FORE HOLD. 48E.S. 54B.S. DOUBLE RN END LAPS, W.T. FLOORS '48. SOBS IK. GIRDER '40 UNDER ENGINES & THRUST, 3 5'20195, APART. B.O.T. TO MARGIN 3'2" 3'2" 42, 6"6" 42 IN WAY FORWARD OF 1/2 LTH, (PER SECTION II.) MARGIN PLATE 36 . 50, 58 85. END LAPS TREBLE RIV. TRANSVERSE FRANING IN FORE HOLD, & AFTER HOLD. MARGIN ANGLE 34:34:50. B.O.T. 41/2:41 FLANGED BOT CONNECTIONS 6.34.42, 5285, THANSVERSE FLOORS SEE SEPARATE PLAN FOR B.O.T. CONNECTIONS AT PANTING. CENTRE GIRDER 4/2 52 TO:44, 608.5. END LAPS TREBLE RIVETED. TANK TOP CENTRE STRAKE 53 . 50 TO 42 . 5685. TOP BARS 3/2×3/2×46 TO:42 :568.5. END LAPS TREBLE RIV. FOR 21TH DOUBLE AT ENDS. BILGES COATED WITH BOTTOM BARS 4-4-50 TO 48, 608.5. CEILING UNDER HATCHES & OVER BILGES BITUMINOUS ENAMEL VERTICALS SINGLE 6.6.42, 528.5. ON TRANSVERSE FLOORS. SKETCH OF TANK TOP SEAMS & END LAPS, DOUBLE RIVETED, IN OIL FUEL THINKS. 5.5.42 TO PARTIAL FLOORS, UNDER ENGINES VERTICALS IN PORE & AFTER HOLDS -ZFLANGE -DOUBLE FOR 2 SPACES, TANK GUSSET. \$ THRUST. 3.3.42 8 RIVETS 34 DIA. 6 . 3/2 × 40LUG IDRIVETS A T32 FLANGE EACH FLANGE 3 3 42 34 34 5285 5 5 SUNDER ENGINES B.O.T. PRINGE PANTING FRAMES 13. 3/4 RIVS. TO FLOOR BOILER DEARERS, & THRUST BLOCK GUSSET .40 B " " C. GIRDER 18:14 WELDED TO B.O.T. & KNUCKLE OF MARGI -32 30 42 528.5 VERTICAL ANGLES 6.3.38 48 65 - DOUBLE FOR 2 SPACES J PRIMES ON TRANSVERSE FLOORS FOR OF ALTH 34.34.42 DOUBLE SEE NOTE RE 56 TO 48 AT TRANSVERSE FRANING END LAPS TREBLE RIV. DOUBLE FOR 2 SPACES. KEEL 50 . 69 FOR 3/5 LTM, 61 AT ENDS FOR LONGITUDINAL FRAMING. RIVETS TO PLOORS & SHELL 5'20185 APART. (TRANSVERSE FRAMING) (FOR DIA FUEL) 3 STRAKES OF SHELL NEXT KEEL TO BE 10% IN EXCESS OF MIDSHIP THICKNESS, END LAPS QUAD. FOR 1/2 LTH, TREBLE AT ENDS, 7/8 RIVETS. -72TO GAL AT TRANSVERSE FRANTING, END LAPS QUAD. POR 1/2 LTH FROM LITH FORWARD TO RULE POSITION OF COLLISION BULKHEDD. TREBLE AT ENDS. TE RIVETS BOILER ROOM TANK SOLELY FOR OUL FUEL; NO CEMENT. EXTRA INTERCOSTALS FOR OF 12 LTH TANK TOP LONGITUDINALS 5/2 . 3 . 34 B.A. 44 B.S. 2. GAPART, FOR 4.6 UNSUPPORTED SPAN. 3.3. HR T.T. CONNS. 3/4 RIVETS, GOIRS APART FOR GRIVS. EACH SIDE OF TANK ENDS, TOIRS ELSEWHERE. 3/2.3/2.52 8.5. 5.34 RNS. END Nº5 85, 90, 109, 112 8 122 12.8 BRACKET P.S.S. MALFWAY 4.3.34,44.8.5. IN WAY OF HATCHES ONLY. BETWEEN TRANSVERSE FLOORS NOT IN WAY OF TUNNEL. STIFFS, 2.6 APART. SEE SEPARATE PLAN, FOR FLOORS IN ENG. ROOM. (12:8) WARRE 4 SPACES APART. ON ONE SIDE ONLY .-AT C.L. 849, STIFFS 8 3 . 408.A. 38, 48 8.5. ANGLE CONNS. WELDED TOP & BOTTOM, UNDER PAR 38 488.5 -32.3. 1.42 C.L. BHP STIFF. 3/2 3/2 42, 528.5. 13/2 - 3/2 - 42, 528.5. BACK BAR AT LONG BUTT. BOTTOM LONG = 6.34 - 348A. 4485, 6 BRIVS EACH SIDE OF THINK ENDS, GDIAS, APART; JOIAS, ELSEWHERE. 

## MESSRS. J. L. THOMPSON & SONS.

No. 543/4/5.

ALTERNATIVE STERN FRAME

AND

BALANCED REACTION TREED

and 5/4-3 Per London Kell

27/11/38 STEHELENA SID 31859 ST MARGARET

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SUNDERLAND RPT. No. 31928

PLANS TRANSFERRED TO SISTER VESSEL



